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5. Six jet fighters were parked at the field and three were in the air on 9 January 1950. One plane, seen taking off, was reasonably identified again when landing 90 minutes later. Description: Swept-back wings set about middle of front half of fuselage, no propeller, pointed nose, silver sheen, number and position of jet power plant not discernible.

6. The arrival of these planes at the field was not observed, but large boxes (see Annex 1) arrived by rail about 20 December 1949 and eight more boxes, one each on a railroad car, on 7 January 1950. The boxes were each about 4 meters wide, chamfered on top, one side about 2 meters and the other 1 1/2 meters high. [redacted] the planes were assembled by Soviet experts in the repair hangar. Germans were not permitted to enter the repair hangar and most of the German workers were then dismissed.

7. There was no flying on 10 to 12 January 1950 as the weather was bad. All aircraft were parked inside the hangars. Dependents of Soviet Air Force officers were quartered in 35 houses in the town block bordered by Karl-Liebnechtstrasse - Tomas-Mann-Strasse - Gartenweg - Elsterwerdaer Strasse. 1st Lt Heideck was billeted at 25 Karl-Liebnecht-Strasse, Trucks [redacted] were seen at the field.

8. The field was bordered by the Grossenhain-Elsterwerda (N 52/A 03) road, between kilometer station 15.0 and 16.9 to the west and by the Grossenhain Cottbus (N 52/A 57) railroad line, between kilometer station 1.2 and 3.8 to the south. The large runway, 100 x 2,500 meters, starts at kilometer station 16.6 on the road to Elsterwerda and ends 200 meters north of the railroad kilometer station 3.6. The smaller runway, 50 x 1,800 meters, crosses the large one in about a NE-SW direction. The asphalted old section of the runway which is in bad condition, is allegedly to be repaired soon. The only new installation was a radio station in a former farmhouse west of the field, in line with the repair hangar.

9. Two jet fighters with silver sheen were parked in front of the hangar near the loading ramp on the western edge of the field on 9 January 1950. The interior of the hangar could not be seen. Twelve to fifteen men did grading work with a steam roller not far from the hangar. Scrap parts and many large wooden boxes such as used for transportation of aircraft fuselages were scattered about near two garages south of the hangar. One of the three hangars further to the south was partially open. About ten boxes, each about 5 x 2 x 2 meters painted olive-drab, protected by additional boarding, were seen inside the hangar. They looked similar to the boxes standing near the garages. There were 10 other boxes painted alike but of a triangular shape in the hangar. Three aircraft whose type could not be determined were seen inside another hangar. Eight low-wing monoplanes, probably fighters, some of which were covered with tarpaulins, were parked in front of the hangars and further aircraft on the northeast edge of the field not far from a small wood.

10. A fuel dump of eight semi-underground containers and a railroad spur track with five tank cars were on the north edge of the field. A yellow tank truck drew fuel from one of the tank cars and then drove to the dump. A radio truck with an extended 5-meter antenna was in the southeast corner, south of the about E-W runway. Another radio station consisting of an eight-meter braced mast and a radio truck without number which were connected with each other by an antenna was in a farm yard west of the field.

11. The billets in the southwestern section of the field were apparently fully occupied by Soviet Air Force members, including women. Three air force soldiers unloaded food at a warehouse [redacted] Excavation

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work was under way at the southeast corner. There were narrow-gauge field railroad tracks with 14 lorries. In the northwest corner of the field was a fenced-in 20-meter square terrain with a structure of boulders similar to a well-hole, about 8 meters in diameter and extending above the ground by 1.70 meters. (See Annex 1.) The wall was about one meter thick, the hole covered by steel plates with a vertical square bar 50 cm long in the center. Four horizontal thin iron rods branched off in the middle of the bar. On the well-enclosure was a small wooden case with a wire leading to the square bar and a second wire leading to a wooden case fitted to a regular telephone mast, 10 meters away.

12. Two red ground signals were fired at about 1 p.m. A whistle was heard at the same time and three jet fighters with silver sheen were seen over the field at an altitude of 1,500 meters. They made an extensive local flight with the landing gear extended and landed on the SE-NW runway. About three minutes later a biplane with radial engine, rigid landing gear with four wheels, rigid tail wheel, two open seats, radiator under engine and painted dark green (see Annex 2) landed at the field, at another red ground signal. Two hours after the landing the jet fighters were towed to the small wood in the northeast corner by a jeep with a red ring around the radiator.

13. Description of jet fighter (see Annex 3): Jet power plant in the fuselage, round air intake in nose and jet orifice in tail, both painted red. Mid-to low-wing monoplane, swept-back wings, flexible flaps at trailing edge of wings close to fuselage. Considerably swept-back elevator assembly set at upper half of rudder assembly. Nose wheel retracting rearward, principal landing gear under wings, retracting inward. Fuselage thick in front, tapering to the rear. Stubby, tortoise-shaped, detachable cockpit set closely forward of wings and extending to mid-wing. One-man crew, (observed while getting out). Bright silver sheen, large red Soviet star on rudder assembly, small star on fuselage. Weapons, antennas or special structures were not recognized.

14. In addition to the biplanes and five jet fighters 41 low-wing monoplanes were counted whose types could not be determined because of the distance. They probably had propellers, tortoise-shaped cockpits between the edges of the wings and possibly in-line engines as was inferred from the shape of the exhaust indistinctly recognized.

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16. There was no flying at the field on 10 January 1950.

25X1  Comment:

25X1 a.  the presence of jet aircraft  
25X1 previously reported .

b. The exact number of jet aircraft stationed in Grossenhain is not determined. In addition to jet planes conventional fighters are also there.  
25X1  at least two fighter regiments are assumed to be in Grossenhain.

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d. Two different jet aircraft types, one similar to the MIG-9 and the other, a swept-back wing type, are stationed at the Grossenhain airfield ~~and~~ at all other Soviet Zone airfields which are occupied by jet planes. The model designation of the swept-back wing type is unknown.

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e. The boxes for aircraft parts indicate that the disassembled jet planes arrived by rail in Grossenhain. The planes were apparently assembled at the field.

f. The information in para 4 that an air force unit arrived from Koenigsberg in October 1949 was confirmed [redacted] \*\*

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g. The numerical designation of the units stationed in Grossenhain is unknown. It is inferred from previous observations that the Grossenhain air units are assigned to the I Gds Ftr Corps.

h. The information in para 5 that a jet plane of the swept-back wing type was possibly 90 minutes in the air is received for the first time. The longest duration of flight so far observed with jet planes of MIG-9 type was 45 minutes.

i. 1st Lt Heideck mentioned in para 7 is unknown.

j. After their expansion, the two runways (para 8) are 1,800 meters (NE/SW) and 2,200 meters (WNW/ESE) long.

k. The well-like installation in para 11 is reported for the first time. Its purpose is unknown.

l. A biplane of the described type is unknown. As the other descriptions of aircraft [redacted] are correct, it is not considered probable that [redacted] mistook it for a PO-2 plane.

- 3 Annexes:
1. Installation at Northwest Corner of the Grossenhain Airfield
  2. Biplane Observed at the Grossenhain Airfield
  3. Jet fighter type Observed at the Grossenhain Airfield.